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DEEPWATER News

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IDS Highlighted at CGC Gallatin Change of Command

Though the traditional change of command ceremony for the 36-year-old CGC Gallatin at the Charleston Naval Base offered many moments for reflection on the honored past of the long-serving cutter and the vessel's more recent achievements under retiring outgoing skipper Capt. William J. Semrau, the future promise of the Coast Guard's Integrated Deepwater System Program's initiatives was not far from the minds of the occasion's principal participants.

In keynote remarks for the ceremony, which saw Semrau relinquish command of the 378-foot high endurance cutter to Capt. Michael Parks, Vice Adm. Vivien Crea, Atlantic Area Commander, highlighted the Deepwater Program, stressing the importance of Deepwater assets and noting Capt. Semrau's past connections to the Deepwater Program, including an early role in helping to develop requirements for Deepwater cutters.

A key driver, he notes, is the toll taken by the increasing age and related deterioration of current Coast Guard vessels.

Vice Adm. Vivien Crea addresses guests at the change of command ceremony for the CGC Gallatin. Vice Adm. Crea and outgoing skipper Capt. William Semrau included the Deepwater Program's recapitalization of the aging Coast Guard fleet of cutters in their remarks. USCG/PA3 Robert Nash

"Because of your work in setting the requirements for the Deepwater ships that will replace [the] Gallatin," Crea stated, commending Semrau in front of the assembled guests, "your influence on the Coast Guard cutter fleet will be felt for many years to come."

Crea then presented the outgoing skipper with the Coast Guard Meritorious Service Medal.

Though Semrau's next step will be retirement, he looks forward to the continued introduction of modern Deepwater assets into the Coast Guard fleet.

A key driver, he notes, is the continuing toll taken by the increasing age and related deterioration of current Coast Guard vessels.

Elaborating on his point, Semrau related the story of how the CGC Gallatin was recently required to leave Charleston due to the impending approach of Hurricane Charley. The cutter had barely moved beyond the harbor before suffering an engine failure.

Speaking with the *Charleston Post & Courier* after the ceremony, Semrau emphasized that while the cutter was fully operational soon after, he had no doubt that "the need to replace [the Gallatin] with a new Deepwater cutter is essential."

By Benjamin Bryant

USCG Assets "Pushed to the Breaking Point and Beyond"

The Integrated Deepwater System's relationship to the Coast Guard's future ability to deliver improved levels of maritime homeland security was highlighted during a congressional hearing on Aug. 25.

"Deepwater will greatly improve the Coast Guard's maritime presence starting at America's ports, waterways, and coasts and extending to seaward to wherever the Coast Guard needs to be present or to take appropriate maritime action," said Rear Adm. Larry Hereth, Director of Port Security in the Marine Safety, Security, and Environmental Protection Directorate at U.S. Coast Guard Headquarters.

Hereth, joined by James F. Sloan, Assistant Commandant for Intelligence, testified before the U.S. House of Representative's Subcommittee on Coast Guard and Maritime Transportation during a hearing on the 9/11 Commission Report and maritime transportation security.

"Deepwater provides the capability to identify, interdict, board, and, where warranted, seize vessels or people engaged in illegal/terrorist activity at sea or on the ports, waterways, or coasts of America," he said.

Rear Adm. Hereth described a long list of actions the Coast Guard has taken, with support from the Bush administration and Congress, to make the maritime environment more secure.

"A terrorist incident against our marine transportation system would have a disastrous impact on global shipping, international trade, and the world economy," Hereth said in his prepared statement, "not to mention the strategic military value of many ports and waterways."

Rep. Frank LoBiondo (R-NJ), chairman of the subcommittee, called the hearing to review the findings and recommendations of the 9/11 Commission and to examine the current state of security of the U.S. marine transportation system.

...the Coast Guard's fleet of cutters and aircraft are being pushed "to the breaking point and beyond" to meet the combined imperatives of its traditional missions and new homeland security responsibilities.

"The 9/11 Commission's report alludes to the fact that ports and maritime transportation industries may be particularly vulnerable to a future terrorist attack," LoBiondo said.

"In order to ensure security at our ports and along our coasts, we must focus our attention on improving the Coast Guard's capabilities to prevent future attacks. The Coast Guard has been and continues to be the lead agency responsible for protecting homeland security along this nation's shores."

John Lehman, a former Secretary of the Navy and 9/11 Commission member, also testified before the subcommittee, noting that the U.S. marine transportation network was "almost an irresistible target" for international terrorists. In addition to the need for an overarching plan to deal with today's threat, Lehman said that resources must be increased to provide improved levels of maritime security.

Another witness at the hearing, retired Coast Guard Cdr. Stephen E. Flynn, Jean J. Kirkpatrick Senior Fellow for national security studies at the Council on Foreign Relations, said that the Coast Guard's fleet of cutters and aircraft are being pushed "to the breaking point and beyond" to meet the combined imperatives of its traditional missions and new homeland-security responsibilities.

"It is patrolling the nation's coastal waters with vessels and airplanes that are operating long beyond their expected service life," he said. "The result is that the already dangerous job of performing these missions is being compounded by frequent engineering casualties that put the lives of Coast Guard men and women at risk.

"The lengthy 20-plus year timetable for replacing the Coast Guard's fleet with the Integrated Deepwater System is likely to leave the maritime environment increasingly exposed in the near term as the assets the Coast Guard now has fail far more quickly than they can be replaced," Flynn said.

By Gordon I. Peterson

IDS, the Critical Enabler for Maritime Homeland Security

The Deepwater Program's relationship to maritime security missions in U.S. ports, waterways, and coastal areas is often overlooked or not fully appreciated. Mindful of what Adm. Thomas H. Collins, commandant of the Coast Guard, has described as "…the most valuable and vulnerable components of our transportation system," Deepwater's more capable, sustainable, interoperable, and flexible platforms and systems will contribute significantly to the Coast Guard's ability to address and defeat maritime security threats closer to our shores and in our ports.

The Integrated Deepwater System will deliver improved capabilities to perform many additional vital security missions beyond those commonly associated with "deepwater" operations extending more than 50 nautical miles from shore—all in direct support of the Department of Homeland Security's strategic goals.

The Coast Guard's *Maritime Strategy for Homeland Security* seeks to thwart maritime security threats as far from the United States as possible through layered defenses extending hundreds of miles to sea.

The strategy is built on the main pillars of *preventing* terrorist attacks, *reducing* U.S. vulnerabilities to attack, and *recovering* from those attacks should they occur. Deepwater will reduce maritime security risk through improved *awareness*, *prevention, protection*, and *response* capabilities.

Its modern platforms and systems, for example, will help the Coast Guard achieve maritime domain awareness, safeguard the American people, protect critical infrastructure, perform its other traditional missions more efficiently, and manage risk more effectively.

If, as current intelligence assessments project, the nation's adversaries will seek to circumvent our strengths and exploit our weaknesses, maritime security assets must be adaptive, dynamic, and flexible—all key attributes of the Deepwater Program.

Deepwater's transformational system-of-systems acquisition of boats, cutters, manned and unmanned aircraft, robust C4ISR, and integrated logistics support is well-aligned with the principles of maritime security operations.

A Coast Guard modernized and recapitalized with the right number of Deepwater cutters and aircraft—linked seamlessly with multiple agencies

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WMSL Start-Fab Ceremony to be held in Pascagoula

A Start-Fabrication Ceremony for Deepwater's new asset, the Maritime Security Cutter, Large (WMSL) will take place at the Northrop Grumman Ship Systems Ingalls Operations in Pascagoula, Miss., on Thursday, September 9.

The ceremony will be hosted by Integrated Coast Guard Systems and Northrop Grumman Ship Systems and will feature remarks by Rear Adm. Patrick Stillman, Program Executive Officer for the Integrated Deepwater System.

The WMSL, formerly known as the National Security Cutter (NSC), will be a 421-foot vessel designed to be ideally suited for the wide range of homeland security operations encountered in U.S. ports, coastal waters, and the open ocean.

Critical Enabler, *from page 3*

through improved C4ISR systems—will possess the capabilities and capacity necessary to increase maritime domain awareness and enhance security operations. Operational commanders will have a greater likelihood of having the right assets and capabilities at the right place and time to counter security threats.

The design of Deepwater's maritime security cutters and their associated small boats, for example, will provide better sea keeping and higher sustained transit speeds, greater endurance and range, and the ability for launch and recovery, in higher sea states, of improved small boats, helicopters, and unmanned aerial vehicles. These factors are all key attributes in enabling the Coast Guard to implement increased security responsibilities, including jurisdiction over foreign-flagged ships, more effectively.

Deepwater will reduce maritime security risk through improved awareness, prevention, protection, and response capabilities.

Deepwater's more capable cutters will be important players in the screening and targeting of vessels before they arrive in U.S. waters, onboard verification through boardings, and, if necessary, enforcement-control actions—more quickly, safely, and reliably.

It is estimated that Deepwater's total-aviation solution of manned and unmanned aircraft, at completion, will deliver 80 percent more flight hours than today's legacy systems and provide improved airborne use of force and vertical-insertion capabilities.

In the context of maritime homeland security, particularly in ports and coastal areas, one of Deepwater's most significant capability enhancements will be its robust C4ISR system.

Deepwater's C4ISR is a fundamental building block in improving the Coast Guard's ability to maintain maritime domain awareness focused on meeting the needs of decision makers engaged in operations at sea, ashore, and in the air—a true force multiplier in the fullest sense.

As Adm. Collins has stated on repeated occasions, when the Deepwater Program is fully implemented, cutters and aircraft will no longer operate as relatively independent platforms with only limited awareness of their surroundings in the maritime domain. Instead, they will have improved capabilities to receive information from a wide array of mission-capable platforms and sensors.

This will enable them to share a common operating picture as part of a network-centric force operating in tandem with other cutters, boats, and both manned aircraft and unmanned aerial vehicles—as well as with the U.S. Navy, an important factor in executing the shared responsibilities common to the intersection of the homeland security and homeland defense mission areas.

In short, the Deepwater Program will be a key enabler in achieving the Coast Guard's strategic goals for improving maritime security in ports, waterways, and coastal areas.

In the context of maritime homeland security...one of Deepwater's most significant capability enhancements will be its robust C4ISR system.

Its platforms and systems will help enable the Coast Guard to increase its awareness of all activities and events in the maritime environment, to increase its presence with more-capable assets in ports, waterways, and coastal areas, and to improve its performance in responding in each geographic area in the event a security incident does occur.

By Gordon I. Peterson

Deepwater Milestone

On Tuesday, August 3, the CGC Attu, the fourth 110-foot patrol boat modernized as a 123-foot cutter, was returned to service as part of the Deepwater Program.

The CGC Nunivak, CGC Vashon, CGC Monhegan and CGC Manitou are currently undergoing the modernization process at Bollinger Shipyards in Lockport, La. It is anticipated they will be returned to service early next year.